

MINUTES OF THE
MARICOPA ASSOCIATION OF GOVERNMENTS
TRANSPORTATION REVIEW COMMITTEE

July 27, 1999

Maricopa Association of Governments Office
302 North First Avenue, Suite 200, Saguaro Room
Phoenix, Arizona

MEMBERS ATTENDING

Gary Brown, Tempe, Chairman
*Chuck Eaton for Victor Mendez, ADOT
*William Bates, Avondale
*Joe Blanton, Buckeye
Dan Cook for Bryan Patterson, Chandler
*Randy Harrel, Fountain Hills
Tami Ryall, Gilbert
Jim Book, Glendale
*Doug Sanders, Goodyear

Mike Cartsonis, Litchfield Park
*Tom Buick, Maricopa County
Jeff Martin, Mesa
Walt Begley for David Moody, Peoria
Don Herp for Tom Callow, Phoenix
Ken Driggs, RPTA
Steve Hogan, Scottsdale
Ellis Perl for Bill Parrish, Surprise
Fred Carpenter, Wickenburg

EX-OFFICIO MEMBERS ATTENDING

*Regional Bicycle Task Force: Patrick
McDermott, Chandler
*Street Committee: Gary Thomas, Gilbert

*Pedestrian Working Group: Steve Hancock,
Mesa for Mike Branham, Surprise
*Telecommunication Working Group: Debbie
Kohn, Avondale

* Members neither present nor represented by proxy.

OTHERS PRESENT

Terry Johnson, MAG
Stephen Tate, MAG
Paul Ward, MAG
Eric Anderson, MAG
Phillip Hubbard, Peoria

Charlie Bladine, Tempe
Fred Carpenter, Wickenburg
John Halikowski, House of Representative Staff
Todd Sanders, House of Representative Staff

1. Call to Order

Gary Brown called the meeting to order at 10:05 a.m.

2. Approval of Minutes of June 22, 1999

Steve Hogan moved approval of minutes and Jeff Martin seconded the motion--the motion passed unanimously.

3. Call to the Audience

Gus Christian addressed the committee about growth, development and accident problems. He stated that traffic signals need to be coordinated to reduce delays.

4. Transportation Manager's Report

Terry Johnson briefed the Committee on upcoming topics. He noted that at this time major transportation agenda items were not anticipated for the September Management Committee. Jeff Martin raised concerns about the policy guidelines. Terry Johnson said the guidelines will be brought back to the Committee for consideration.

5. Approval of Consent Agenda

Consent items are marked with an asterisk. Steve Hogan moved to approve the consent agenda and Jeff Martin seconded the motion and the consent agenda was passed unanimously.

*6. 1999 Transportation and Community and System Preservation Pilot Program Grant Applications.

There were no comments or questions on this agenda item.

*7 1999 Map of Average Daily Traffic

Steve Hogan asked when comments were needed on the traffic count maps. Terry Johnson assured him that comments could still be submitted.

*8 Red Letter Notifications

Terry Johnson noted in the Manager's Report that ADOT had provided Red Letters Notifications on two parcels. One is located in the Grand Avenue Corridor near 27th Avenue and Thomas Road, and the other is located in the South Mountain Corridor near 59th Avenue and Broadway.

9. Report on the MAG Freeway Program

Eric reported on the freeway program. He noted the need for Regional Council action on GAN Bonds in September. He noted that HURF and RARF revenue collections are exceeding projections but costs are also increasing. He noted that the MAG and ADOT strategy is to purchase remaining right-of-way early to lock in costs.

Jeff Martin asked about ROW meetings. Terry said that meetings with Mesa, Gilbert, Chandler, Phoenix and the County will be set up to identify parcels for early acquisition.

10. Report on Presentation to the Governor's Transportation Vision 21 Task Force on Regional Transportation Funding Needs

Terry Johnson provided an overview of the presentation to the Governor's Transportation Vision 21 Task Force. Terry reminded the Committee of revenue needs and the possibility that the Governors Task Force will address this issue. He discussed population and employment projections and noted the three main transportation products that MAG completes each year--namely the TIP, the Plan and Conformity Analysis. In discussing the planning process, it was noted that the main inputs included public comment, technical analysis and decision making by MAG Committees.

Terry Johnson discussed the elements of the MAG Long Range Transportation Plan including freeway, transit, street and aviation plans. He pointed out that the plan needs to have a financial plan, must include public input and must meet air quality requirements. He also discussed the performance of the system noting that with the plan completed, congestion levels and speeds will decline slightly, but without planned improvements conditions will be much worse. It was also noted that Phoenix ranks last relative to peer cities in terms of transit expenditure and miles of freeway per capita.

Ken Driggs noted that Portland is viewed as a transit city but it has more miles of freeway per capita than Phoenix.

Terry pointed out that the MAG LRTP is financially constrained, and discussed potential improvements beyond the Plan including \$3.0 billion in freeway projects, \$3.5 billion in street improvements, \$2.0 billion in transit improvements, \$1.5 billion in aviation projects, and \$1.0 billion in other projects. Terry then reviewed funding sources and noted that the gap between committed revenue and trend revenues needed to complete the plan totaled \$9.4 billion.

Jim Book asked if the trend funding concept included a half-cent sales tax extension. Terry answered that it did not include a half extension for freeways but the equivalent of a one-half cent sales tax is needed to complete the transit plan.

Tami Ryall asked how much a one cent gas tax raised. Eric Anderson addressed this issue.

Fred Carpenter asked about the use of sales tax revenues to complete the South Mountain and Estrella. Terry Johnson pointed out that the sales tax expires at the end of 2005. Currently sales tax revenues are not programmed for the Estrella, and only a portion of the funding needed to complete the South Mountain are programmed.

Steve Hogan asked about the one-fourth cent locally and one-fourth cent regionally needed for the transit plan. Terry answered that this is an equivalent amount and that a variety of approaches exist to raise this magnitude of funding.

Steve Hogan also asked about coordination between Growing Smarter and the Governors Task Force on Transportation. Terry responded that the Transportation Task Force is still in an information gathering phase.

11. Overview of Washington State Planning and Programming Process

Eric Anderson presented the overview of Washington State planning and programming process. Arizona and Washington exchanged information about ADOT, MAG, PAG, Washington DOT and Puget Sound Regional Council. They discussed area considerations including: Washington Growth Management Act, Washington's State Transportation Plan, State Highway System Plan, Six-year Plan, and Biennial State Highway Program. The Washington State Growth Management Act requires infrastructures be provided "concurrent" with development, requires a transportation element for local comprehensive plans, Puget Sound Regional Council must certify the transportation element.

Washington's Transportation Plan presents a 20-year vision for state-owned and state-interest modes of transportation. Need identified in Washington's Transportation Plan identifies 20-year needs to maintain current systems, improve safety, provide mobility and keep the economy moving. Each objective is supported by one or more action strategies. Overall, the plan tries to maximize the existing highway system and available revenues, provides mobility strategies that move more people rather than more cars, improving system efficiency to get the most out of the existing highway system without costly expansion and outlines non-motorized strategies that connect local urban bike networks along and across state highways and improve pedestrian facilities. The use of the limited resources is allocated to the most important regional needs that produce the highest benefits in relation to cost. Furthermore, the Washington DOT sits at the regional table.

Jeff Martin commented on that the model may be good for Washington but this model may not be applicable to Phoenix because we are still building freeways.

Steve Hogan said we need to develop a system that works. State legislation needs to look at this level. Steve commented on what was the objective of the trip. Eric Anderson said it was to review a good long range State transportation planning process for possible consideration in Arizona.

12. Next Meeting Dates

The meeting adjourned at 11:45 p.m. The next meeting is scheduled for Tuesday, September 28, 1999 at 10:00 a.m. in the MAG Office, Saguaro Room.